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# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

COUNTRY USSR (Baltic States)

REPORT

SUBJECT 1. Soviet Airfields in Lithuania  
2. Soviet Airfields in Latvia

DATE DISTR. ~~01~~ MAY 1959

21

NO. PAGES 2

REFERENCES RD

50X1-HUM

DATE OF INFO.

PLACE &amp; DATE AC

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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- Att. No. 1 A two-page report including a sketch on an emergency airfield about four kilometers south-southwest of Sakiai, Lithuanian SSR, which was observed prior to May 1957. Very little activity, had about four PO-2 MULE aircraft, but no runways. Had a TOKEN and radio equipment.
- Att. No. 2 Prior to December 1958, there was a SAF bombing range northwest of Polessk. Bombing was conducted primarily against a sunken steamer, while firing with "especially loud explosions" was carried out against both seaborne and land targets.
- Att. No. 3 Prior to July 1958 [ ] belonged to a SAF unit stationed at Eitkunai. This unit, which had some four-engined conventional aircraft, was commanded by a Colonel Semenov (fnu, pnu). 50X1-HUM
- Att. No. 4 In the fall of 1956 construction started at the Klaipeda/East airfield. In December 1958 only about 70 to 100 civilian laborers and 30 caterpillars were employed in the construction project. Completion was scheduled for late 1959. Between spring 1957 and December 1958 a new track was laid between Rimkai and Gargzdiai, by a military construction battalion, but no spur was laid to the airfield. 50X1-HUM

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# INFORMATION REPORT INFORMATION REPORT

C-O-N-F-I-D-E-N-T-I-A-L

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Att. No. 5

Brief comments covering the period 1955 to 1958 on an emergency airfield southeast of Riga, which was sodded and apparently used for agricultural purposes; hearsay knowledge relative to the "Kvadrats" airfield [possibly Riga/Skirotava], airfield near Saldus; a temporary sodded airfield southeast of Kuldiga used by PO-2(?) aircraft for agricultural purposes and a military airfield southeast of Tukums. [redacted] flights of jet aircraft over Riga in 1958, which had a pointed end resembling a pike, [redacted] estimated to be from one-fourth to one-third the length of the fuselage. An advanced SAF school was located in Riga near the sports stadium for pilots trained in conventional aircraft to allow them to qualify for jets. [redacted] there was also training with guided missiles at this school.

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Atts. 6 and 7

A February 1959 observation of two airfields, one south of, the other southeast of Riga. Also the sighting of what appears to be rows of landing approach lights near Sigulda. The two airfield near Riga are believed to be Riga/West and Riga/Skirotava. [redacted] many fresh caterpillar tracks in an area northwest of Riga, and [redacted] in Moscow on 19 February 1959 an AN-10 aircraft.

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## INFORMATION REPORT

## INFORMATION REPORT

#1

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COUNTRY

SUBJECT *Emergency Airfield  
near Sakiai.*

DATE DISTR.

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PLACE &  
DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE.

APPRAISAL OF CONTENT IS TENTATIVE.

Prior to May 1957, a grass-covered airfield, about 2,000 x 1,000 meters, was observed east of the Sakiai (5457 N/2303 E) - Sintautai (5453 N/2300 E) road, about 4 km south-southwest of Sakiai, 2 to 3 km west of Advorny village, Baltic MD. The airfield (5455 N/2302 E) was not continuously occupied; up to 4 aircraft were observed at the airfield, mostly PO-2s, occasionally also small helicopters. Little air activity was conducted. The 50 to 80 soldiers stationed at the airfield wore army uniforms and belonged to Kaunas (5453 N/2353 E) post.

No runways nor taxiways were available. Neither fence nor solid installations for air activity were observed. There were only 4 small brick buildings used as quarters in the northeastern corner of the airfield. A radio station with two trellis masts connected by an antenna and a Token were observed at the airfield.

Comment. Sakiai emergency airfield is obviously in connection with the parachute troop at Kaunas.

For sketch of Sakiai airfield with legend on ditto, see Annex. 50X1-HUM

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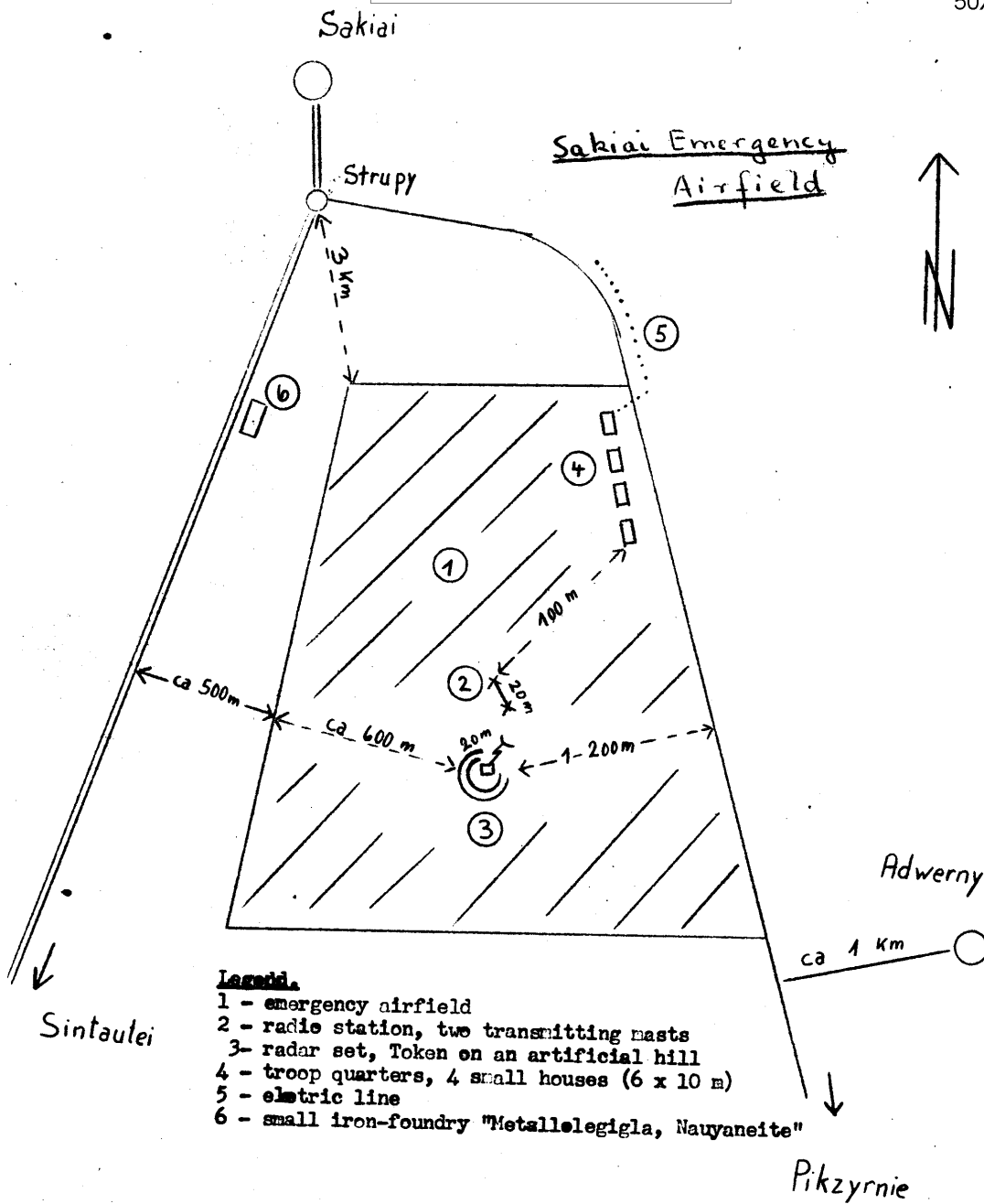
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#2

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COUNTRY

SUBJECT

SAF Bombing Range  
near Polesk

DATE DISTR.

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REFERENCES

DATE OF  
INFO.  
PLACE &  
DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE.

APPRAISAL OF CONTENT IS TENTATIVE.

Prior to December 1958, a firing and bombing range of the Soviet Air Force was located northwest of Labiau (-Polesk, 5452 N/2107 E), Baltic MD; its eastern and western borders, respectively, were about 3 km and about 15 km west of the mouth of the Deime River. The blocked area extended about 6 km into the Kurishes Haff. Fisher boats sailed just along the coast. Within the blocked area there were aircraft flying in moderate altitudes and dropping bombs on a sunken steamer, the deck superstructures of which still protruded from the water. Aircraft firing with especially loud explosions was conducted at targets which were either in the water or on the land.

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COUNTRY

SUBJECT

Construction at Klaipeda-East  
Airfield.

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DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

In the fall of 1956, construction work started at Klaipeda-East (55 43 N/ 21 13 E) airfield which was located at the northern side of the Klaipeda-Gargzdai (55 42 N/21 24 E) road and about 10 km east of Klaipeda Baltic ID. The airfield was about 4 x 2 km large. Prior to December 1958, only 70 to 100 civil workers were employed there. It was provided for 1959 to increase the number of workers. So far, only drainage and levelling work was observed at the field where a runway was planned to be built. In December 1958, 30 heavy levelling caterpillars were employed. The construction work was scheduled to be completed in late 1959. The airfield was very often inspected by Soviet air officers. Between the spring of 1957 and December 1958 a track was laid from Karlsberg, southeast of Klaipeda, to Gargzdai by a Soviet construction battalion, but a side track to the airfield was not yet constructed.

Drainage work could be observed south of the airfield in the Dauperner Moor. According to unconfirmed information, a fuel dump is to be constructed there for Klaipeda-East airfield (?).

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Comment.

The airfield will presumably be ready for operation in 1960.

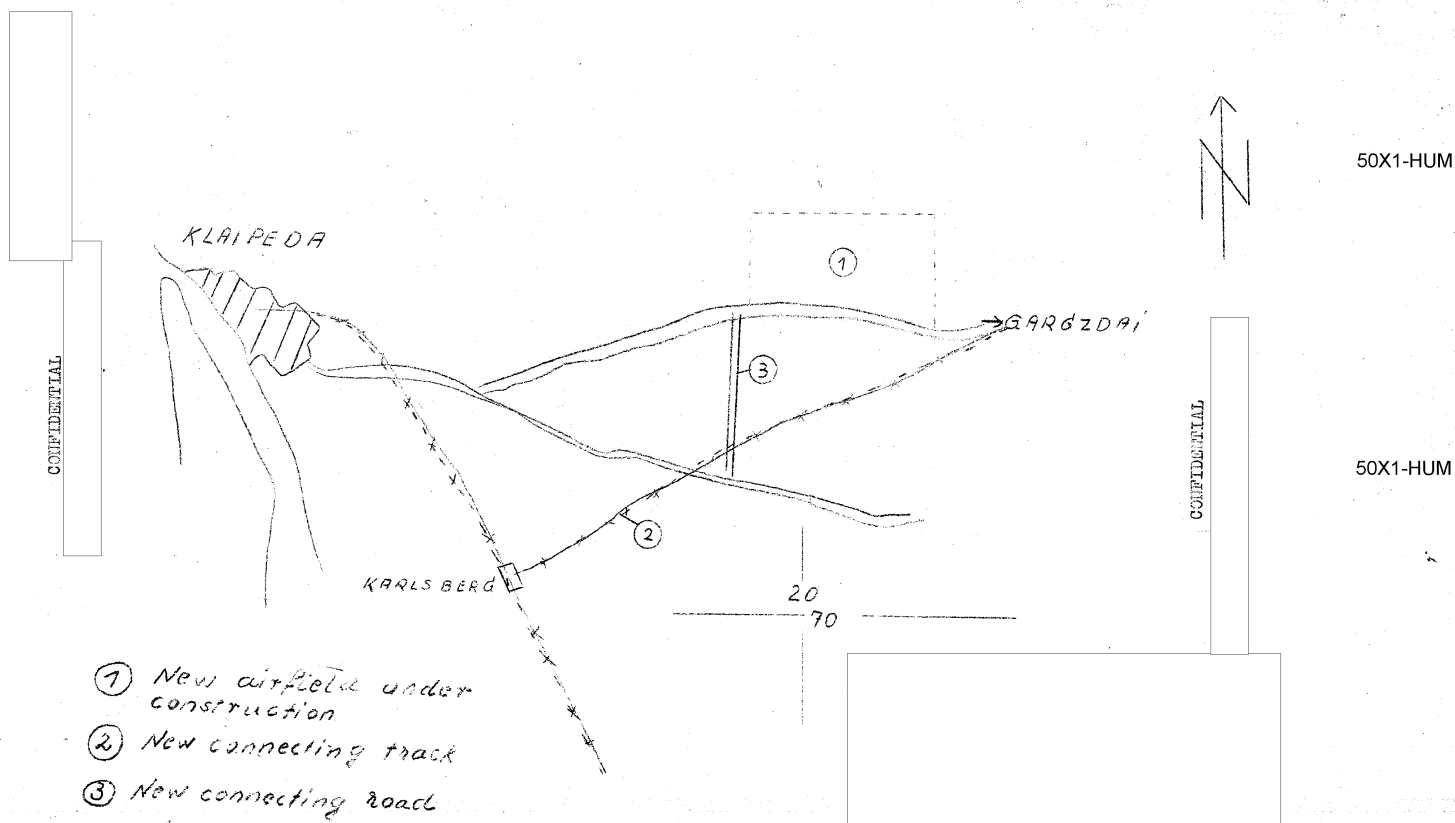
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COUNTRY USSR (Latvian SSR)

SUBJECT Soviet Airfields in Latvia

DATE DISTR.

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Emergency Airfield Southeast of Riga

1.

At Salaspils (approx. N 56-51, E 24-20) [redacted] an airfield located between the Riga-Koknese highway and the Daugava River.<sup>1</sup> [redacted] this airfield [redacted] one of the small ones used for civilian purposes, mainly for crop dusting and for sowing fields. The airfield did not have any runways; its surface was covered by grass. Two small civilian-type one-engine airplanes could be seen on the airfield.<sup>1</sup>

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Soviet Military Airfield at Skirotava

50X1-HUM

2.

[redacted] called [redacted] the Kvadrats airfield, because it was located near the Sarkanais Kvadrats rubber factory.

Soviet Airfield near Saldus

50X1-HUM

3.

[redacted] the airfield, like the cement factory, might be located northeast of Saldus.

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)									

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NOFORNEmergency Airfield Southeast of Kuldiga

50X1-HUM

4. [ ] a temporary airfield southeast of Kuldiga (N 56-58, E 21-59) during the first years after World War II; it was not used.

[ ] The airfield was like that at Salaspils described in paragraph 1 above, and consisted of a level meadow beside the Kuldiga radio station, which is located five kilometers south of Kuldiga and stands between the Venta River and the highway linking Kuldiga and Skrunds (N 56-40, E 22-01). [ ] during the first years after World War II this airfield was used by crop sowing and crop-dusting civilian airplanes called kukuruzhniki.

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Soviet Military Airfield Southeast of Tukums

5.

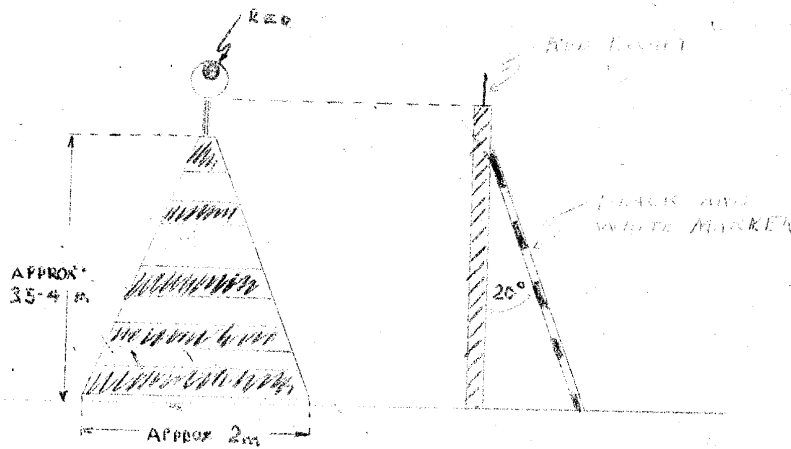
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[ ] On the way between Tukums and Kemerli (N 56-57, E 23-29) [ ] a straight line of red lights set on top of triangular black-and-white striped markers such as are used to indicate the direction of an airfield runway. This line of lights and markers was 10 to 12 kilometers from Tukums, north of the Tukums-Kemerli highway. The row of lights ran at an angle of about 45 degrees from the highway, i.e., almost in the direction of Tukums. The beginning of the row of lights was about one kilometer east of the military barracks [ ] were connected with this airfield.<sup>2</sup> The military barracks area was the largest one [ ] seen in Kurzeme district. It was impossible to estimate the length of the line of lights and markers because it disappeared in the distance. The lights were mounted on wooden poles about a meter shorter than telephone poles. The arrangement and dimensions of markers and poles is indicated in the [ ] sketch:

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SKETCH OF LIGHT AND MARKER

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Other Airfields

6. [ ] there must be civil airfields at Liepaja<sup>3</sup> (N 56-35, E 21-01), Ventspils (N 57-24, E 21-34), and Daugavpils (N 55-52, E 26-32) because there were official announcements of regular flights between Riga and these cities [ ]

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men in Ventspils. [redacted] the Soviets started to construct a large military airfield near Ezere (approx. N 56-26, E 22-22) in 1951; [redacted]

Air Traffic

7. [redacted] in Riga [redacted] a great deal of air traffic, especially at the hours of sunset and sunrise. [redacted] would pass over a point located about 600 meters southwest of the railroad station Tornakalns in the Pardaugava suburb, usually followed by another flight a half hour later. The route of these planes was almost a straight line between this point and the Popov radio plant located on the left bank of the Daugava River, about 1.5 kilometers to the northeast. The aircraft flew this route in both directions. [redacted] Most of these were jet planes. They flew so high [redacted] seldom could hear the sound of their engines and was unable to identify them. [redacted] these sounds appeared to originate far away from the city. Some of these aircraft had a pointed end resembling a pike [redacted] this pike formed about one-fourth or one third of the fuselage. [redacted]

Two Small Hydroplanes on the Venta River South of Ventspils

8. [redacted] the Venta River [redacted] near the former Varve Manor (N 57-19, E 21-34) south of Ventspils [redacted] observed [redacted] two small hydroplanes resting on the water near the bank of the river. There was a small shack, about two meters high, and a plankway at this place on the left bank of the river; a searchlight was mounted on the roof of this shack. Several Soviet border guards (pogranichniki) were strolling around in the park of Varve Manor.

Advanced School for Air Force Pilots in Riga

9. There is an advanced school for Air Force pilots (vysshiy lētnaya shkola) [redacted] in Riga in the building of the former Latvian War School across from the sports stadium; the school is located on Krisjana Barona Street between Tallinas and Pervanas Streets. In the garden of this school a new indoors swimming pool was under construction in fall 1958; at that time the brick walls were up to the second story but the roof had not yet been constructed.
10. [redacted] this school is intended for training Soviet Air Force pilots already qualified in reciprocating-engine planes so that they can qualify for jet planes. [redacted] there was also training in guided missiles, and he thought that the field of guided missiles was subordinated to the Soviet Air Force.

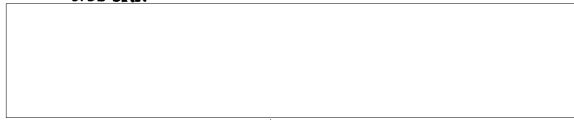
1. Comment: [redacted] information does not agree [redacted] on Riga/Salaspils airfield. As early as 1953 Riga/Salaspils airfield had a runway and was used for training jet pilots of the Soviet Air Force.
2. Comment: [redacted] confirmed the existence of a large military airfield at Tukums. [redacted]

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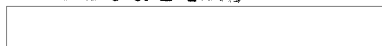
3. Comment: It is not clear to which of the two known air- 50X1-HUM  
fields in the vicinity of Liepaja [redacted] may be referring. 50X1-HUM  
Both of them have previously been reported as used by the  
Soviet Air Force and the Soviet Naval Air Force but not as civil  
airfields.

4. Comment: [redacted] 50X1-HUM  
[redacted] Jet aircraft cannot use Spilve airfield in  
Pardaugava suburb in the northwest part of Riga, because the  
runways there are too short for jet planes. This was confirmed

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SUBJECT 1. Airfields near Riga  
2. Airfield near Sigulda

DATE DISTR.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. Two airfields, located in relation to Riga as shown on sketch 1, were observed south of the civilian airfield in Riga.
  - a. The westernmost of these two airfields (a) had a runway with orientation approximately due north-south about 1,700 to 1,800 meters long; the surface was presumably concrete covered with a thin layer of asphalt. The southern end of the runway 50X1-HUM adjoined a wood in which a lane approximately 2,000 meters long had been cleared as an extension of the runway. [redacted]  
[redacted] this was only an approach clearance in the woods (see sketch 2). It was not possible [redacted] to observe dispersals, taxiways, control tower, facilities, or aircraft on the airfield. 50X1-HUM  
50X1-HUM
  - b. The easternmost of the two airfields (b) had a runway orientation of 300 degrees; the surface appeared rather dark. It was not possible [redacted] to observe dispersals, taxiways, or aircraft at this airfield either. There was a beacon [redacted]  
[redacted]
2. [redacted] a row of red lights that resembled approach lights 50X1-HUM northeast of Sigulda and southwest of Cesis at the location indicated on sketch 3. [redacted]  
[redacted] If it is a runway, its orientation must be as shown on sketch 3.

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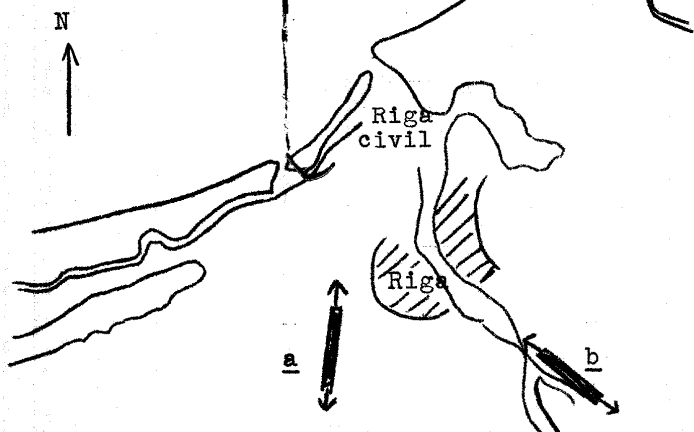
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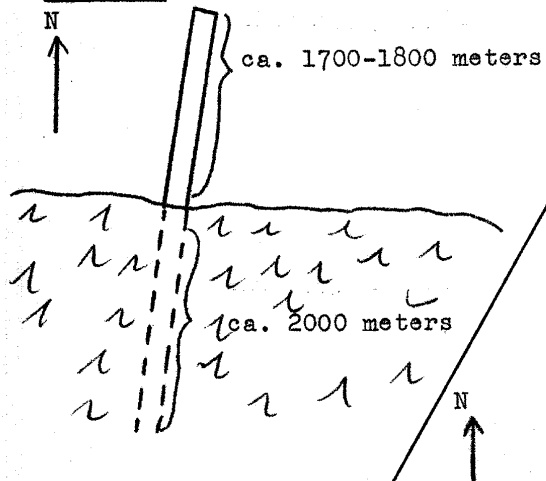
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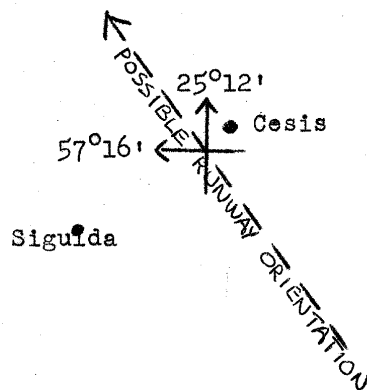
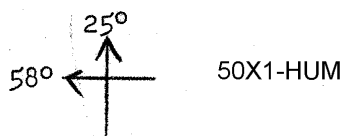
Sketch 1  
Scale 1:380,000



Sketch 2 - Riga "a"



Sketch 3  
Scale 1:1,000,000



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COUNTRY USSR

SUBJECT 1. Airfield near Riga  
2. AN-10 observed at Vnukovo  
3. U/I Caterpillar Tracks Northeast  
of Riga -

DATE DISTR.

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REFERENCES RD

DATE OF INFO.

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the surface of the runways at both airfields clearly was concrete.

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2. The airfield southwest of Riga had a taxiway system west of the runway.

it was very similar to the NATO standard with one main taxiway parallel to the runway and a number of connecting taxiways between them. The southern end of the runway adjoined a wood, part of which had been cleared as an extension of the runway. This cleared section did not seem to be surfaced with concrete.

a red light beacon transmit the signal LR at a position corresponding to the location of this airfield.

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3. The airfield southeast of Riga had a taxiway system corresponding to that described above, but located to the east of the runway.

not rule out the possibility that there also were taxiways west of the runway. A red light beacon at the position of this airfield transmitted the signal DK.

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4. one AN-10, at Vnukovo airfield on 19 February 1959. this type of aircraft in the northeastern part of the airfield near some workshops in the vicinity of the meteorological building, they were having difficulties with the AN-10 type, presumably aerodynamic difficulties in take-offs and landings.

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many fresh tracks from caterpillar vehicles in an area northeast of Riga (see sketch below).

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2600 E  
5730 N

Area with fresh tracks  
of caterpillar vehicles

- Riga civil airfield



5630 N  
2530 E

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